

additional copies of each handout available for other attendees.

(e) The meeting will not be formally recorded. However, a summary of the comments made at the meeting will be filed in the docket.

#### Agenda for the Meeting

Opening Remarks and Discussion of Meeting Procedures  
Briefing on Background for Proposal Public Presentations  
Closing Comments

Issued in Washington, DC, on March 27, 1996.

Nancy B. Kalinowski,  
*Acting Manager, Airspace-Rules and Aeronautical Information Division.*

[FR Doc. 96-8034 Filed 4-2-96; 8:45 am]

BILLING CODE 4910-13-M

#### National Highway Traffic Safety Administration

##### Announcing the General Estimates System Users Meeting

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Meeting Announcement.

**SUMMARY:** This notice announces a public meeting at which NHTSA will conduct a National Accident Sampling System General Estimates System (GES) Users Meeting. The users are those members of the highway safety community that analyze data from the General Estimates System.

**DATE AND TIME:** The meeting is scheduled from 9:30 a.m. to 11:30 a.m., on Monday, April 15, 1996.

**ADDRESSES:** The meeting will be held in Rooms 3200-04 of the U.S. Department of Transportation Building, which is located at 400 Seventh Street, S.W., Washington, D.C.

**SUPPLEMENTARY INFORMATION:** NHTSA is reviewing the GES data elements to identify which may be deleted, modified or added to better support their data users in the highway safety community. The attendees will be able to provide information and discuss their recommendations to NHTSA on data elements that could be collected in GES and would support their analytic efforts for the highway safety community. A complete list of the GES variables is available from the contact listed below. Comments are requested prior to the meeting.

The meeting is open to the public, but attendance may be limited due to space availability. Participation by the public will be determined by the meeting coordinator.

#### FOR FURTHER INFORMATION CONTACT:

Ms. Terry Shelton, General Estimates System, National Center for Statistics and Analysis, NRD-31, 400 Seventh Street, S.W., Washington, D.C. 20590, telephone: (202) 366-5362; Internet: tshelton@nhtsa.dot.gov; fax: (202) 366-7078.

William A. Boehly,

*Associate Administrator for Research and Development.*

[FR Doc. 96-8175 Filed 4-2-96; 8:45 am]

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#### Surface Transportation Board

[Ex Parte No. 388]

##### State Intrastate Rail Rate Authority Public Law 96-448

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice that regulatory jurisdiction formerly exercised by certain States over intrastate rail transportation ceased to be effective as of January 1, 1996.

**SUMMARY:** The Board is giving notice that the authority of certain States to regulate intrastate rail matters was terminated by the ICC Termination Act of 1995, effective January 1, 1996.

**EFFECTIVE DATE:** January 1, 1996.

#### FOR FURTHER INFORMATION CONTACT:

Beryl Gordon, (202) 927-5610. [TDD for the hearing impaired: (202) 927-5721.]

**SUPPLEMENTARY INFORMATION:** Prior to January 1, 1996, old 49 U.S.C. 11501(b)(1) provided that States could exercise jurisdiction over intrastate transportation by a rail carrier furnishing transportation subject to the jurisdiction of the Interstate Commerce Commission (ICC) under old 49 U.S.C. 10501, but only if the appropriate State authority exercised jurisdiction exclusively in accordance with the provisions of old 49 U.S.C. 10101-11917. To exercise jurisdiction over intrastate rates, a State had to be certified under old 49 U.S.C. 11501(b)(2)-(5). Under the certification regime, States that desired to regulate intrastate rail matters were required to adopt standards and procedures in accordance with those used by the ICC to regulate interstate rail matters. The ICC, if it determined that a State's standards and procedures were in accordance with federal law, was required to certify the State authority. Certification continued for a 5-year period commencing on the date of certification; and if, prior to the end of the 5-year period, the State resubmitted its standards and procedures, its regulatory authority could be recertified.

As of December 31, 1995, the following States were certified (technically, "recertified") to exercise jurisdiction over intrastate rail rates, classifications, rules, and practices: Alabama, Arkansas, Colorado, Georgia, Iowa, Kansas, Kentucky, Maryland, Michigan, Minnesota, Mississippi, Montana, New Mexico, New York, North Dakota, Oklahoma, Oregon, South Carolina, Virginia, West Virginia, and Wisconsin. See 60 FR 42181 (8/15/95) (Alabama); 60 FR 16664 (3/31/95) (Arkansas); 56 FR 28924 (6/25/91) (Colorado); 60 FR 42181 (8/15/95) (Georgia); 55 FR 51511 (12/14/90) (Iowa); 60 FR 42181 (8/15/95) (Kansas); 56 FR 9738 (3/7/91) (Kentucky); 55 FR 50783 (12/10/90) (Maryland); 55 FR 51356 (12/13/90) (Michigan); 56 FR 9977 (3/8/91) (Minnesota); 60 FR 12784 (3/8/95) (Mississippi); 60 FR 49631 (9/26/95) (Montana); 58 FR 17626 (4/5/93) (New Mexico); 55 FR 48931 (11/23/90) (New York);<sup>1</sup> 56 FR 446 (1/4/91) (North Dakota); 60 FR 46134 (9/5/95) (Oklahoma);<sup>2</sup> 57 FR 11970 (4/8/92) (Oregon); 60 FR 56066 (11/6/95) (South Carolina); 59 FR 60164 (11/22/94) (Virginia); 60 FR 62476 (12/6/95) (West Virginia); and 60 FR 49286 (9/22/95) (Wisconsin).

The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (ICCTA), enacted on December 29, 1995, and effective January 1, 1996, abolished the ICC but transferred certain of its rail regulatory functions to a newly created Surface Transportation Board (Board). See ICCTA Section 101 (abolition of the ICC). See also new 49 U.S.C. 701(a) (establishment of the Board) and new 49 U.S.C. 10101-11908 (new regulatory provisions applicable to rail carriers).

The *new law* (the law in effect on and after January 1, 1996) differs in several important respects from the *old law* (the law in effect prior to January 1, 1996). For present purposes, it suffices to note that the certification regime of old 49 U.S.C. 11501(b)(2)-(5) no longer exists, because the underlying State regulatory role no longer exists. See new 49 U.S.C. 10501(a)(2)(A) (jurisdiction of the Board extends to transportation between a place in a State and a place in the same State as part of the interstate rail network), and new 49 U.S.C. 10501(b) (jurisdiction of the Board is exclusive). It follows that the certifications (technically, the "recertifications") that were effective as of December 31, 1995, ceased to be effective as of January 1,

<sup>1</sup> On 12/13/95, the State of New York filed a recertification application, which automatically resulted in a provisional recertification.

<sup>2</sup> On 10/26/95, the State of Oklahoma filed a recertification application, which automatically resulted in a provisional recertification.